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4. Zlataritsa-Elena

This line is of only local importance. It is near completion.

5. Popovo-Razgrad-Ispirikh

When completed, this line will provide the missing link to connect the river port of Silistra with the railroad center of Gorna Oryahovitsa over a shorter route.

The following railroad construction projects were in the planning stage, as of 1 November 1951:

1. Dolno Tserovene-Dolni Tsibur

This railroad line will connect the river port of Dolni Tsibur with Dolno Tserovene on the Vidin-Mezdra railroad line. It will be of only local importance.

2. Boychinovtsi-Kozloduy

This line will connect the river port of Kozloduy with Boychinovtsi on the Vidin-Mezdra railroad line.

3. Knezha-Gigen

This line will provide a link in a route connecting the rail junction of Cherven Bryag, on the Stalin /Formerly Varna/ -Sofia line, with a projected crossing point on the Danube River. (On the Rumanian side of the river, the town of Corabia is connected by railroad with the Caracal-Craiova-Bucharest line.)

4. Cherven Bryag-Teteven

This line may be considered a southern extension of the Iskur valley network.

5. Nikopol-Levski-Sukhindol-Sevlievo

This will be a line roughly parallel to the one last mentioned.

6. Tutrakan-Kubrat-Razgrad

This will be an important line because opposite Tutrakan, on the Rumanian side of the river, lies the river port of Oltenita which has a rail connection to Bucharest.

7. Silistra-Alfatar-Tervel-Tolbukhin (formerly Dobrich)-Balchik

This will constitute the network closest to the Rumanian Dobruja. The line will connect the river port of Silistra (opposite the Rumanian railhead of Calarasi) with the Black Sea port of Balchik.

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8. Mokren-Voltsin [or Volchin]

This line will be of local importance only.

9. Maritsa (formerly Simeonovgrad)-Topolovgrad-Elkhovo-Grudovo
(formerly Sredets)-Burgas

This will be the network closest to the Turkish-Bulgarian frontier and will provide an additional connection between Plovdiv and Burgas (i. e., in addition to the existing line which runs via Stara Zagora and Yambol).

10. Asenovgrad-Khvoyna

This line will be of only local importance. It is continued to Chepelare, thus serving the Bulgarian-Greek frontier.

11. Sofia-Botevgrad-Teteven-Troyan-Gabrovo-Tryavna-Elena-Ortag-Turgovishte

It does not seem likely that this line will be constructed because of technical difficulties. It would constitute the "northern lower Balkan" line (severna podbalkanska) and would provide another connection between Sofia and Stalin, in addition to the present one which runs via Pleven and Gorna Oryakhovitsa. It would also connect the railheads north of the Balkan Mountains (Teteven, Troyan, Gabrovo, Elena).

12. Troyan-Kurnare

Construction of this line would call for a long tunnel under the central Balkans. The line would be of great importance because it would constitute a second north-south line between the Danube River (beginning at Svishtov) and the Maritsa River (at Plovdiv) west of the present Ruse-Gorna Oryakhovitsa-Stara Zagora-Dimitrovgrad [formerly Rakovski] line.

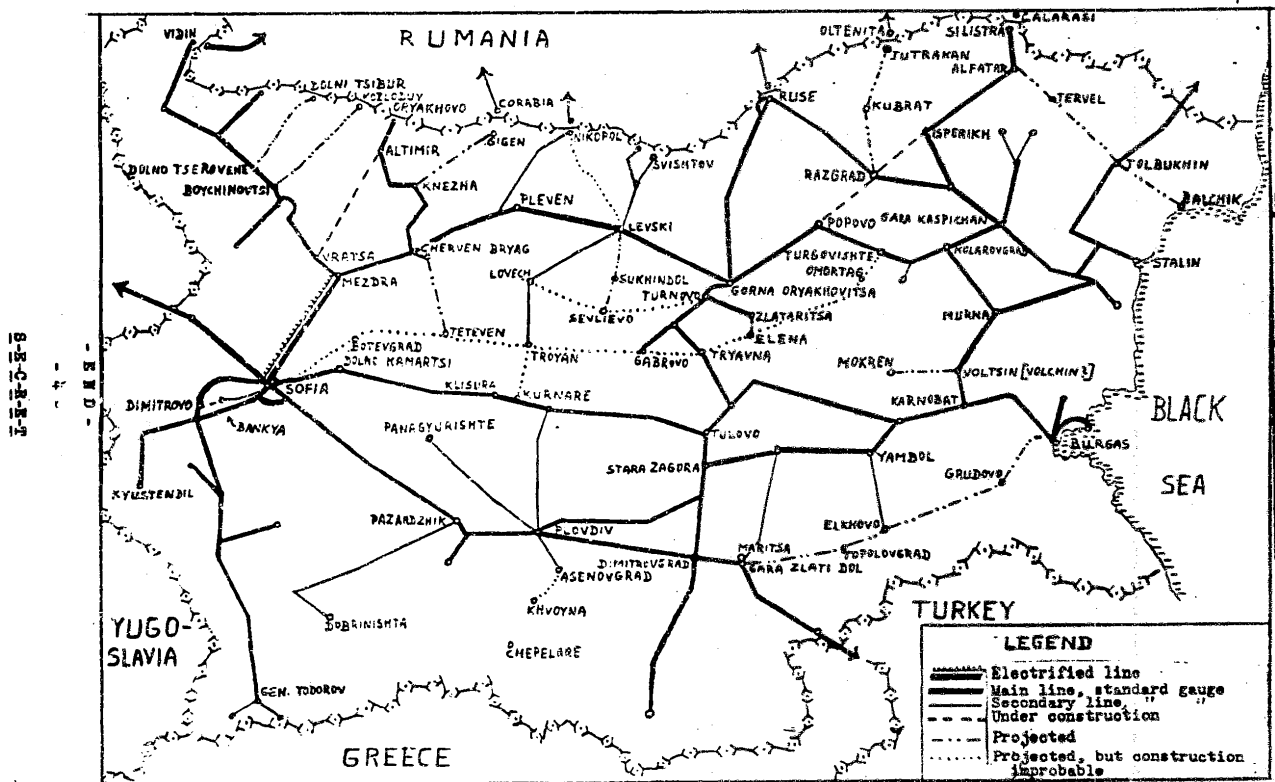
13. Lovech-Sevlievo-Turnovo

This line would connect the projected railroad station of Sevlievo with the existing railroad stations of Lovech (west of Sevlievo) and Turnovo (east of Sevlievo).

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